(b) Yes, Sir.

(c) Despite overwhelming evidence to the contrary, the Government of Pakistan continues to claim that it does not support terrorism and subversion directed against India.

(d) While no specific agreements were signed, the need to continue with the Confidence Building process, and to carry the bilateral dialogue forward was recognised.

Pakistan's stand on Kashmir

*46. SHRI DHULESHWAR MEENA:

SHRI GHUFRAN AZAM:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that Pakistan has rejected India's stand's on Kashmir and has asserted that it would continue to extend all support on the issue of self-determination in Kashmir;

(b) whether Pakistan has virtually repudiated the Simla Agreement; and

(c) if so, what is Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI EDUARDO FALEIRO): (a) Yes, Sir.

(b) In violation of the Simla Agreement, Pakistan has been interfering in our internal affairs, engaging in hostile propaganda and attempting to internationalise the Kashmir issue.

(c) The Simla Agreement provides the agreed framework for the conduct of our bilateral relations. Government hope that Pakistan will abandon its negative approach and implement the Simla Agreement in letter and spirit.

Execution of Development Project of Tuticorin Port

*47. SHRI VIREN J. SHAH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) Whether it is a fact that the first stage of development of Tuticorin Port envisaged to be completed within five years of inception in 1967 is yet to be completed;

(b) whether it is also a fact that project activities on the Tuticorin Port have been held up since 31st March 1985 due to continuous litigation resulting in discontinuance of required dredging operations;

(c) if so, what remedial meausres are proposed to be taken to expedite the execution of the project; and

(d) if the answer to part (c) above be in the negative, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) First stage of the development of the Tuticorin Port was completed by 1976 except for a portion of a capital dredging at the entrance, for improving the draft from 8.24 Mts. to 9.14 Mts. The contracts for the work of dredging were awarded in 1979 but the contractors could not complete the work. One of the contractors had obtained a stay from the High Court of Madras restraining the Tuticorin Port from awarding the work on the basis of fresh tenders. The stay has been vacated. Normal activity in the Port has been going on, since the commissioning of the Port and the Port is capable of receiving vessels requiring a draft upto 8.24 Mts.

(c) With the dismisal of writ petitions by the Court, further action required to complete the balance dredging work has been taken up. Hydrographic Survey has been completed